

MAY FORCES AT WORK TO PREVENT STRIKE OF RAIL MEN

duction of freight rates almost immediately.

He also stated that all the persons that he conferred with during the day were hopeful that a way would be found to avert the strike.

"And that's the way I feel," he added. "The conviction of the Administration that there will be no strike in spite of the apparent determination of both sides to fight to a finish the issue of a wage reduction to something like a pre-war basis, with a corresponding cut in freight rates, is based on the opinion that union labor knows its chances of winning a strike are slim, perhaps worse than at any time in the history of railroad labor difficulties in the United States."

"Not only is public sentiment overwhelmingly against a strike now but the Government under the pressure of public opinion would be forced to take sides against the unions. For in moving the mail trains, furnishing supplies to the cities by steamers, motor trucks and airplanes and protecting life and property with the Federal troops, the Government would be doing everything in its power to make the strike a failure."

"In similar controversies public sentiment has been divided, but today, with the railroad workers receiving wages higher on the average than workers in any other industry and refusing to accept a reduction when the cost of living has fallen and everybody else is accepting wage cuts, the public has shown unmistakable signs of being against the men who are threatening a strike."

Steps were taken to-day which make it certain in the opinion of Administration officials that a general railroad strike will not cause actual suffering to the public, although it may cause some inconvenience. Among these steps are the following:

Within ten days after the strike begins the Shipping Board is prepared to put into operation 250 oil burning vessels for coastwise and river traffic to transport food and other relief.

Thirty thousand large motor trucks will be at once put into operation by the War Department. Preliminary instructions were issued to-day for this purpose.

Fast mail will be carried throughout the country in postal and army aeroplanes.

Postmaster-General Hays announced that there would be "no interference" with the mails. That means the mail trains will be operated by Federal troops if necessary.

Harding Withholds Approval.

While President Harding is bending every effort to induce both sides to accept adjudication by the labor board, he has not given his approval of the plan announced by the three members of the public group of that board last night, namely, that the railroads immediately translate the 12 1/2 per cent wage reduction decreed by the board into a corresponding freight rate reduction, that the unions postpone their strike and the railroads agree to make no further wage cuts for the present.

Mr. Harding is glad to have this plan, or any other, discussed and adopted, if it will settle the trouble, but he is carefully refraining from any action which will give the strikers the appearance of approval to a settlement other than through the regular channels provided in the Transportation act.

President Harding does not want to resort to court action if this strike should occur. He and the Cabinet members do not believe injunction proceedings will do any good. It would mean jail sentences for the strikers and it would be impossible to put all of the strikers in jail, and if only the leaders were jailed it would doubtless merely add fuel to the fire, as it did in the case of the coal strike during the Wilson administration.

THE NEW YORK HERALD correspondent has learned that President Harding feels very keenly on the question of the disruption of the labor board. After long and careful consideration by Congress and after both the railroad executives and employees were heard fully and their views reconciled as nearly as possible, the transportation act was passed and the Labor Board created to adjudicate wages and working conditions with the consent of both parties. The compulsory arbitration feature was struck out of the bill. The act contains no penalties and it cannot enforce its findings.

The President feels that as at least a step in advance, if public sentiment cannot compel the unions and the executives to call on this legal tribunal, created for the sole purpose of settling such controversies, and compel both parties to come before it, he is in a position to opinion that the country will have taken a step backward toward the day when force and force alone controlled the affairs of men.

That is the reason the President does not want to interfere and why he is disposed to let the railroads and the unions accept the board as mediator, or leave it and take the consequences of fighting it out in the old way.

It has been estimated that the loss in wages for the first 500,000 men who are reported to be preparing to walk out on October 20 will be \$2,500,000 a day and that thereafter the wage loss will amount to \$5.75 a day for each man on strike. The union leaders claim that 1,425,000 men will join the strikers by November 2.

That leaves out of account the wage loss that will be suffered by men in other industrial employment who will become idle as the result of the strike, whose numbers have been estimated at 10,000,000 and whose average wage is \$9 a month. For every man who loses his job nearly four other persons on the average—members of his family—will suffer also.

The railroad brotherhoods have resources of several millions of dollars, just how much not being made public. It is probably much under \$15,000,000. They pay strike benefits of only 50 per cent of the men's wages this fund will be exhausted at the rate of a million and a quarter dollars a day and will soon disappear.

LEO FAILS TO CALL ON LEWIS.

District Attorney Lewis said in Brooklyn yesterday that he had expected to receive a call during the day from the Street Cleaning Commissioner, Mr. Leo. In reference to the suspension of Michael Laura as Deputy Street Cleaning Commissioner in charge of Brooklyn, Mr. Leo, however, did not appear, said Mr. Lewis. The District Attorney added that he had no more witnesses to call. There was no evidence of crime, he said.

PRICES realized on Swift & Company sales of carcase beef in New York City for week ending Saturday, Oct. 15, on shipments sold, ranged from 10 cents to 18 cents per pound and averaged 12.19 cents per pound.

ROADS WILL INSIST ON NEW WAGE CUT

Application to Be Made at Once, Declares Head of Executives.

MANY RATES REDUCED

More Promised, With the Benefits to Be Passed On to the Public.

READY FOR EMERGENCIES

Doubt Is Expressed That Union Leaders Will Allow Strike When Time Comes.

Confidence that public opinion will favor the railroads if the nation's steam transportation employees carry out their threat to strike characterized the comments of Eastern railroad executives yesterday on the situation.

Beneath this confidence was a strong undercurrent of doubt among railroad officials as to whether at the showdown the railroad brotherhood chiefs will allow the walkout to take place. Meanwhile, however, the carriers are preparing to meet the conditions which would result if the employees attempt to paralyze all or a part of the country's transportation system. The belief prevails here that the next logical development in the situation will come in the form of a conference of the parties to the controversy called by President Harding.

Much importance was attached to a statement authorized by Thomas De Witt Cuyler, chairman of the Association of Railway Executives, in the course of which he said the wage reduction of July 1 already had been largely passed on to shippers through voluntary reductions in freight rates, and reiterated the announced intention of the rail executives to apply to the Railroad Labor Board for a further readjustment of wages to be followed by a downward horizontal revision of freight rates.

After stating that the proposal of the public's members of the Labor Board that the threatened strike be averted by a withdrawal of the plan to seek concurrent reductions in wages and rates had not been brought formally before the attention of the railway executive's association, Mr. Cuyler said:

"The proposition, as stated in the newspapers, is that the railroads should withdraw their plan to seek a concurrent reduction in present freight rates and wages. The intention of the public members of the Railroad Labor Board is that the public has had no benefit from the 12 per cent reduction in wages authorized in July, and it is suggested that the railroads make further reductions in rates without further reductions in wages."

In order that the public may be able to judge the merits of this proposition, the following data are submitted:

"Since the general increase in rates put into effect under authority of the Interstate Commerce Commission September 1, 1920, there have been, in fact, extensive reductions, most of them voluntary, in railroad rates, bringing about a large loss in earnings to the railroads. The reduction of wages made on July 1 was authorized in July, and it is suggested that the railroads make further reductions in rates without further reductions in wages."

"The reduction in wages of July 1 a large additional number of reductions have been made. For example, there was a reduction on cargo from points in Ohio, Western Pennsylvania, West Virginia to Lake Erie and Lake Michigan, from August 1 to October 7 some 14,700,000 tons, on which the actual loss in revenue to the railroads amounted to \$4,116,606."

"Successive reductions have been made on grain and grain products beginning during the summer and continuing until now, ranging from \$1.40 to \$2.10 per ton, and the export rates from Chicago to the Atlantic seaboard are actually lower than when the Interstate Commerce Commission approved the increases in August, 1920."

"Reductions have been made in rates on road making materials, i. e., crushed stone, sand, gravel, in New England, New Jersey, Pennsylvania, West Virginia, Indiana, Maryland and Delaware. The rates on these commodities were not raised in New York State. This involves reduced revenues of many millions of tons, the basis of which goes directly to the taxpayer."

"There was a reduction in rates on export iron and steel articles, effective September 6, 1921. In 1920 the average of this business amounted to 4,701,149 tons. The reduction in rates on this traffic averaged \$1.66 per ton."

"Rates on ex-lake ore were being reduced, a representative reduction amounting to 35.5 cents a ton. In 1920 23,992,292 tons of ore were shipped by rail from lake ports to Eastern iron furnaces."

FIRST WAGE CUT IS ORDERED TO SPARE ROAD BANKRUPTCY

Labor Board Action in Case of Minnesota Electric Line Is First Official Recognition of a Carrier's Financial Condition—Reduction Is 20 Per Cent.

CHICAGO, Oct. 17.—The United States Railroad Labor Board to-day authorized a 20 per cent wage reduction for engineers, motormen, firemen, conductors and brakemen of the Electric Short Lines Railway Company, and in doing so took into consideration for the first time in any wage decision the financial condition of the carrier. The board announced that the reduction was made primarily because the road, running between Minneapolis and Hutchinson, Minn., "would go bankrupt without it."

The reduction was retroactive to October 16. The carrier presented evidence that its deficit in 1919 was \$19,704, that in 1920 it was \$131,133 and \$13,000 during the first six months of 1921. Hereafter the board has repeatedly maintained that it could not consider a carrier's financial condition in setting wages and to-day's decision consequently caused considerable surprise, particularly in view of the present general railroad situation.

Present rates of pay for the employees per cent., and for a reduction in the wages of all other classes of railroad labor to the going rate for such labor in the several territories where the carriers operate.

2. Concurrently with such reduction in wages, the benefit of the reduction was obtained shall, with the consent of the Interstate Commerce Commission, be passed on to the public in the reduction of existing railroad rates, except in so far as this reduction shall have been made in the meantime.

To a telegraphic request for his views, S. Davies Warfield, president of the Seaboard Air Line Railway and head of the Association of Railway Security Owners, responded from Baltimore as follows:

"We have not definitely outlined any position further than to endeavor to keep this road open should a strike take place."

Judge Robert S. Lovett, chairman of the Union Pacific system; Howard Elliott, chairman of the Northern Pacific Railway; and A. H. Smith, president of the New York Central Railroad, refused to talk for publication.

The General Managers Association, an organization composed of the general managers of the trunk lines entering New York, met for a general discussion of the situation here yesterday. At the offices of E. M. Rine, vice-president in charge of operations of the Delaware, Lackawanna and Western Railroad, it was said no definite decision had been taken at the meeting.

Mainly by reason of the traffic shrinkage caused by the general business depression the strike, if it develops, will find the carriers practically free of freight congestion. On October 7 the American Railway Association reported that the total of loaded but unmoved freight cars on the railroads of the entire country was 13,456 cars. Of this total 7,696 cars were awaiting export or coast-wise shipment, 2,453 were being held for reconsignment, 235 for billing and 2,445 for consignees unable to accept the shipments, while only 484 cars of the number were held up because of the inability of the railroads to move them.

PENNSYLVANIA LISTS RECENT CUT IN RATES

Company Says Revenue Loss Has Been 'Material.'

PHILADELPHIA, Oct. 17.—The Pennsylvania Railroad to-night made public a long list of articles on which freight rates have been reduced from 10 to 30 per cent, in the Eastern territory since the rate award of the Interstate Commerce Commission last year. Figures on the loss in revenue were not available, the company said, "but the reduced rates mean a material loss to the carriers."

The list includes iron ore, 25 per cent; road building materials, 13 per cent; rock salt to seaboard, 20 per cent; export iron and steel, 25 per cent; grain, ex-lake, for export, 25 per cent; grain and grain products, domestic, 12 per cent; f. o. b., 10 per cent; grain, all rail for export, from Chicago, about 30 per cent; flour, all rail for export, from Chicago, about 25 per cent; grain and grain products, domestic, 12 per cent; lake cargo coal rates, 28 cents a ton.

In addition, numerous individual rates have been reduced since the award, "involving a large amount of revenue."

GRAND OFFICERS ARE CALLED TO CONFERENCE

Heads of Rail Clerks Brotherhood to Meet in Chicago.

CINCINNATI, Oct. 17.—An extraordinary call for a meeting in Chicago next Sunday of the twenty-two grand officers and the two hundred general chairmen of the Brotherhood of Railway Clerks, Freight Handlers and Express and Station Employees was sent out to-day by Grand President E. H. Fitzgerald.

The meeting is for the purpose of informing general chairmen of the plans of the grand officers for a strike, if one is called, it was said at headquarters here.

Railroad organization men in Cincinnati pointed out to-night that there is misapprehension in reports out of Chicago that the twelve railroad organizations other than the five transportation brotherhoods have "indorsed" the plan for a progressive strike, to begin October 20 or November 1.

As a matter of fact, it was said, no such action has been taken, and a strike call has not been issued by any organization affiliated with the American Federation of Labor railroad department.

30,000 TRUCKS IN CAMPS OF WAR DEPARTMENT

Corps Commanders Ordered to Have Them Ready to Use.

Special Dispatch to THE NEW YORK HERALD. Washington, D. C., Oct. 17.]

The War Department to-day was busy making a survey of the automobile trucks in its possession as a means of meeting the demands of the public in the event of a railroad strike.

It is estimated that the department possesses 20,000 automobile trucks of the highest carrying capacity. Many of these cars have been allocated to various departments, especially that of agriculture, but they have not been taken over.

The Government trucks are located in the corps area camps and will be easily available. Their present distribution is a fortunate thing. The fact that the trucks given over to the Department of Agriculture and other departments have not been formally taken over by these departments will make it possible for the War Department to make use of them.

Orders have gone out to all corps commanders to assemble the trucks and have them in good working order. No estimate is made of the amount of freight which they can carry.

SHEPPARD EXPECTS STRIKE

Head of Conductors' Union Says Patience Is Exhausted.

CEDAR RAPIDS, Oct. 17.—L. E. Shepard, president of the Order of Railway Conductors, said to-day that he firmly believed there would be a railroad strike and that he was making preparations for one and that, while no one wanted to see a strike, "there comes a time when patience ceases to be a virtue and that time is now."

Mr. Shepard appealed to the public for a word of advice for the men when the strike comes. He probably will go to Cleveland to-morrow with his office staff, to remain until after the strike.

ON THE MAYFLOWER

Old American families point with pride to the fact that their ancestors came over on the Mayflower.

It is a matter of equal pride that they brought along recipes for making pie, For, with the abundance of fruit in this country, pie has become the national dish.

And nowhere is it more temptingly made than at CHILDS.

Crisp, flaky crusts filled with luscious fruit.



Get a Home Now at 1/2 Last Year's Prices

Until November 1st, this beautiful house with 10 rooms and bath will be sold at the lowest price available in years. A similar reduction is made on 100 different sizes of architecturally perfect Aladdin Houses.

ABSOLUTE SATISFACTION GUARANTEED OR MONEY REFUNDED

Highest grade materials furnished for complete house. Lumber, lath, plaster, paint, interior woodwork, everything to the last nail delivered complete in one shipment. You can build and have ready for occupancy one of these substantial and beautiful houses before winter. This can be done because Aladdin Read-it material is erected 30% to 40% more rapidly than usual building material. The cost of building is therefore 30% to 40% less.

Our catalog is a valuable building guide. It contains illustrations and floor plans of the greatest variety of beautiful, best ever devised. From the modest 4 room cottage to the palatial residence of 12 rooms. Get a copy of this catalog; it is furnished without cost.

THE ALADDIN COMPANIES
BAY CITY, MICHIGAN
NEW YORK OFFICES: 11th Floor, Marbridge Bldg., New York City
Telephone Fitz Roy 6216
Open Monday, Wednesday and Friday Evenings 7 to 9 P. M.

NO FEAR OF FAMINE IN CITY BY STRIKE

Food Supplies Abundant for the Metropolitan District. Storage Figures Show.

COAL FOR A MONTH IN

Motor Trucks and Steamships Could Keep Up Flow of Necessaries.

DON'T SCRAMBLE TO BUY

Officials Advise Against Food Hoarding but Urge All to Fill Coal Bins.

So far as coal, meat, milk and other foods and necessities go, what would be the effect upon the metropolitan district of 8,000,000 persons? An investigation made by THE NEW YORK HERALD yesterday among Federal, State and city officials having to do with food and fuel matters, and among informed representatives of the various industries concerned, suggests the following conclusions:

A food and coal famine is unthinkable in the present era of motor trucks and because of other considerations which did not apply to the great strikes of a decade or more ago. Of the score or more officials and tradesmen interviewed, not one expressed alarm over possibility of famine. All agreed that there might be embarrassment and inconvenience, no actual pinching deprivation.

All joined in the opinion that if the contemplated strike eventuates into a complete tieup of the railroads that ways and means could be found to warm and feed even the immense population of this district. There might have to be food and fuel control, but if so it would be instituted to prevent profiteering at the expense of the poor. There was general agreement that consumers would have to accustom themselves to do without certain luxuries—California fruits and vegetables, choice meats, milk (the milk supply being reserved for the babies and the sick)—but that there would be enough for all.

Month's Supply of Coal.

The situation may be presented most clearly by summarizing probable conditions and reserves in the special fields of necessities thus:

Coal—There is enough hard coal on hand in the yards of New York and in the great dumps of the Jersey tide-water terminals to last the city for a month, even if no more should come in from now on. Michael Burns of Burns Bros. states this emphatically and is joined by members of the Coal Merchants Association. Their advice to consumers—and herein they are supported by the Health Commissioner—is to buy now, to fill all cellars and bins, so as to give the coal companies additional room in their yards for an increased supply between now and November 1.

Fresh Meat—The big packing concerns centring in New York and vicinity have on hand a ten days supply of fresh meat. This is figured by T. G. Lee, general manager for Armour & Co., on the basis that 8,000,000 people will eat an average of half a pound a day. By severe economy the supply could be stretched out over a period of perhaps three weeks.

Such executives as Leo of Armour's profess to be little disturbed by any fear of a great "famine," and say frankly that they do not believe the Federal Government would permit a population of this size to be deprived of meat food. H. D. Knoop of the Federal Bureau of Markets agrees with Mr. Lee as to the ten days fresh meat supply and adds that there are provisions enough for at least two weeks.

Huge Cold Storage Supply.

By rationing there would be enough for three weeks, Mr. Knoop offers. Herschel H. Jones, New York representative of the State Division of Farms and Markets, has made a survey of the cold storage situation, and reports that New York City has this cold storage accumulation to fall back upon: Creamery butter, 12,719,908 pounds; American cheese, 4,458,625 pounds; eggs, 770,251 cases; frozen beef, 4,735,513 pounds; cured frozen, 830,121 pounds; frozen pork, 1,822,901 pounds; dry salted pork, 165,134 pounds; sweet pickled pork, 1,182,954 pounds; frozen lamb and mutton, 2,523,625 pounds; miscellaneous meats, 3,554,927 pounds; broilers, 1,102,824 pounds; fowls, 1,339,681 pounds; turkeys, 1,132,280 pounds; miscellaneous poultry, 4,756,677 pounds; and frozen fish, 5,630,455 pounds. This does not include any of the packing house supplies or any supplies stored for less than thirty days.

Vegetables—The season for locally raised vegetables is at an end and merely far ends of home grown vegetables are coming into the market. New York would have no backyard supply to fall back upon in case of a railroad tieup. However, in the opinion of Robert A. Barry of the Barry-Urner market reporting concern, an expert in this field, enough plain vegetables to supply the market could be obtained by motor trucks from the South and by steamship. Moreover, Mr. Barry points out, vegetables nowadays can be had quickly from Europe, and supplies have been received from Holland in the last few days. The same applies to butter and eggs and cheese.

Milk—Arrangements are now being made by the Health Commissioner, Dr. Royal S. Copeland, to insure an adequate milk supply for babies and the sick. The Commissioner said:

"My advice to citizens is, don't get scared or even nervous. There is not the slightest reason to go up in the air. There is coal enough and food enough, even if the unlikely should take place and the strike be called. Don't try to buy out the grocery stores, for that would send prices hiking, and the main thing we have to guard against in such situations is food profiteering. Buy coal by all means, for coal is a good buy at any time, and buying now would help the dealers clear their yards for a further supply. There are 57,000 motor trucks in this city, and if necessary I

will commandeer every one of them to keep food transportation open. Let's all cheer up and hope for the best, because, even if the worst comes, we shall be able to take care of ourselves."

MILLER TO RELY ON CANAL.

ALBANY, Oct. 17.—The problem of supplying the municipalities of the State with food and other necessities in the event of a nationwide strike of railroad employees is receiving the attention of Gov. Miller. The Governor said to-day he was not prepared to make any statement regarding his plans in advance of the threatened situation.

"If the strike is called," he said, "the people of the State of New York will be glad the State of New York has a barge canal."

1132,280 pounds; miscellaneous poultry, 4,756,677 pounds; and frozen fish, 5,630,455 pounds. This does not include any of the packing house supplies or any supplies stored for less than thirty days.

Vegetables—The season for locally raised vegetables is at an end and merely far ends of home grown vegetables are coming into the market. New York would have no backyard supply to fall back upon in case of a railroad tieup. However, in the opinion of Robert A. Barry of the Barry-Urner market reporting concern, an expert in this field, enough plain vegetables to supply the market could be obtained by motor trucks from the South and by steamship. Moreover, Mr. Barry points out, vegetables nowadays can be had quickly from Europe, and supplies have been received from Holland in the last few days. The same applies to butter and eggs and cheese.

Milk—Arrangements are now being made by the Health Commissioner, Dr. Royal S. Copeland, to insure an adequate milk supply for babies and the sick. The Commissioner said:

"My advice to citizens is, don't get scared or even nervous. There is not the slightest reason to go up in the air. There is coal enough and food enough, even if the unlikely should take place and the strike be called. Don't try to buy out the grocery stores, for that would send prices hiking, and the main thing we have to guard against in such situations is food profiteering. Buy coal by all means, for coal is a good buy at any time, and buying now would help the dealers clear their yards for a further supply. There are 57,000 motor trucks in this city, and if necessary I



LUCKY STRIKE
CIGARETTES

it's toasted, of course. To seal in the flavor—

J.M. Gladding & Co.

564-566-568 FIFTH AVE. AT 46th STREET
NEW YORK. THE PARIS SHOP OF AMERICA PARIS

As soon as equipment and decorations are completed we move to our new home at Fifth Avenue, 56th and 57th Streets

In the meantime the fashions, those from abroad and those created in our own workrooms, are being sold in our present quarters on a removal price basis.

WOMEN'S TAILORED & FUR TRIMMED SUITS 65.00 85.00 Heretofore 95.00 to 125.00	WOMEN'S ELEGANT COSTUME SUITS 145.00 to 395.00 Heretofore 225.00 to 595.00
WOMEN'S HIGH CLASS DAY COATS & WRAPS 95.00 125.00 Heretofore 125.00 to 225.00	FASHIONABLE COATS and WRAPS combined with FUR 165.00 to 425.00 Heretofore 225.00 to 650.00
WOMEN'S DISTINGUISHED EVENING GOWNS 145.00 Heretofore 195.00 to 225.00	WOMEN'S TAILORED DAYTIME FROCKS 65.00 95.00 Heretofore 95.00 to 145.00
Natural Squirrel Coat.....\$95 Heretofore \$875	Broadtail Cape.....\$1500 Heretofore \$1950
Grey Squirrel Wrap.....\$850 Heretofore \$1375	Russian Ermine Wrap....\$1750 Heretofore \$2950
Black Caracul Wrap.....\$975 Heretofore \$1450	Nat'l Black Muskrat Coat..\$495 Heretofore \$750
Natural Fitch Cape.....\$1095 Heretofore \$1650	Taupe Caracul Sport Coat..\$350 Heretofore \$550

Hudson Seal Coats in Reproductions of Paris Models - - - - \$875
Heretofore \$1250